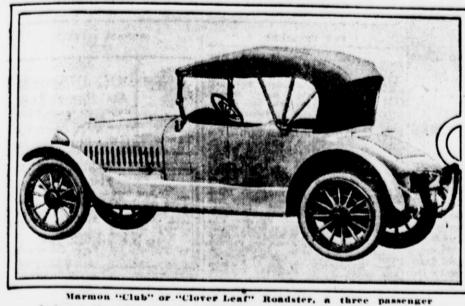
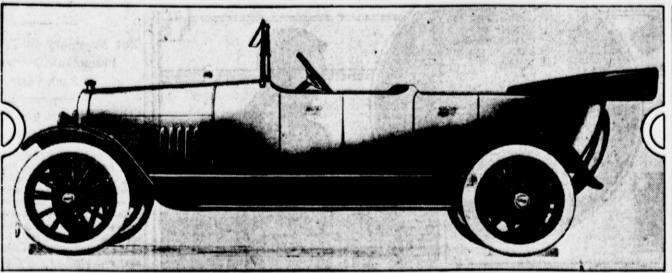
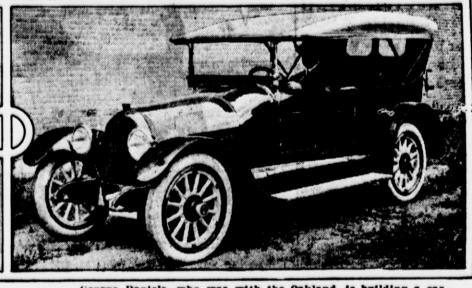
NEW THINGS IN MOTOR CAR WORLD ARE THESE 6, 8 AND 12 CYLINDER TYPES



body on the "41" chassis. This has some speed.



Here is the Enger twelve cylinder, which is built by the Cincinnati firm to sell at just above \$1,000. This is the lowest price yet for a "12."



George Daniels, who was with the Oakland, is building a car of his own now. Here it is, the new Daniels "8."

LICENSE SHOULD GO WITH THE CAR

Would Be Fairer to Man Who Sells Auto in Midseason.

SOME NEW SEASON STUFF

An interesting letter to the automobile iter of THE SUN protests against the xisting law which permits a motorist gying a second hand car to obtain the use number on it by the payment of but does not allow an automobilist disposes of his car to take along his cense plate to another machine. Attenon another occasion, when one after using a car of one make for bout three months in a year traded it of the same make only and lost his original beense fee

The letter spoken of comes from R. E. l. manager of Eastern branches Reo Motor Car Company. "It for the Reo Motor Car Company.

Is not often that I have the temerity to take a fall out of the laws upon our statute books," says Mr. Ingersoll. "It seems to me, however, that there is one law relating to and affecting the interpolation of the laws upon our properties. The parade committee of the New York club—S. S. Toback, chairman: refer to the statute governing the

aser of a new automobile is required to take out a license, which on a car of the Reo class costs \$10 annually. If owner sells that car during the year sold purchases another he is required to

this wheelbase comfortable for long. The motor is 2% inches bore all inches stroke, the cylinders being in blocks of six, placed at 60 decident axis in blocks of six, placed at 60 decident axis in blocks of six, placed at 60 decident axis in blocks of six, placed at 60 decident axis in blocks of six, placed at 60 decident axis in blocks. The long in blocks of six, placed at 60 decident axis in blocks of six, placed at 60 decident axis in blocks. Lynford Biddle, Harry Harkness, Edian Charles and Schroeder, Mortimer L. Schiff, A. D. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sabin, John F. Harris, Daniel G. Russell, W. Hull Wickham, Charles H. Sa y and range of speeds.

making a car called the Daniels ttle above the average in price and inish. The price of the car is to be to the neighborhood of \$2,350, and the company will specialize in closed bodies for these chassis for the coming closed

Another letter received is on the always new subject of speed trapping. It comes from I. Phillips, a velvet importer of this city, who fell foul of the police in Lawrence, and figures out that be was fined at the rate of \$2 a second and is tronically thankful that the po-Eceman didn't follow him an hour or he would have been out \$7,200. There appears to be more than a little justice Mr. Phillips's complaint, inasmuch yards and then made an arrest for

going twenty-six miles an hour, six miles an hour more than the law per-mits. Mr. Phillips writes: "According to the sworn complaint of Policeman Wanser before Judge J. Rusell Sprague in the village of Lawrence, Nassau county, I drove my car through one-eighth of a mile of Lawrence at rate of twenty-six miles an hour exceeding the speed limit six miles an hour. The policeman followed me for one-eighth of a mile. I refused to plead guilty and was fined \$10 for speeding. At this rate of speed, assumfeer followed for about seventeen secfollowed for about seventeen seconds, or about one-quarter of a minute. In this one-eighth of a mile I droves about five seconds too fast, or almost \$2 to a second. Is the village of Law-

rence trying to equal Rockefeller's in-come on the sixty second basis? "I say drive slowly in Lawrence and save about \$7,200 an hour. Automobil-ing comes high. How lucky that the officer did not follow for an hour. I

of the officer. Thank you, Mr. Wanser, for the \$7,000, and thanks to Judge Sprague for his minimum fine on first offence of \$2 a second.

"We are living in an age of rapid

mathematics; in about one-quarter of a minute Wanser found me going about one-twelfth of a minute too fast. Assuming the penalty of \$10 or ten days, would it be just to jail a citizen on a five second accuracy of Wanser's speed-

BIG MOTOR PARADE ON "SPEEDWAY DAY"

Motorists to Form Huge Line Going to Sheepshead on September 18.

great decorated parade to the Sheeps-head Bay Speedway on September 18 to witness the start of formal practice for Motor Club of New York, which is man-

of automobile owners that should George Robertson, E. C. J. McShane and William C. Poertner—has announced the avenue between Fifty-third and Fiftyninth streets and adjacent streets. The
ninth streets and adjacent streets. The
order will move from Columbus

"Our original plans were such that
"Our original plans were such that procession will move from Columbus Circle south on Broadway to Forty-seventh street, east to Fifth avenue, models would be completed about the

main office. They embrace many names of prominence in the social and financial worlds, among them being W. K. Chine. It comes as something of a thock as 12-cylinder value. The Enger last year built a six-cylinder car and the company is backed by a great deal money.

The car not only has this motor, but an unusually fine body on a 115 inch wheelbase chassis. Cantilever springs make this wheelbase comfortable for tiding. The motor is 2% inches bore.

In main office. They embrace many names of prominence in the social and financial worlds, among them being W. K. Vanderbillt, Edwin Gould, Percy R. Pyne 2d, M. Taylor Pyne, M. Taylor Pyne, Jr., M. Orme Wilson, Thornton Wilson, William Payne Thompson, Aymar Johnson, W. Redmond Cross, Richmond Talbot, Howard W. Maxwell, Thomas B. Clarke, Marsden J. Perry, Wadsworth R. Lewis, Eagard Dominick, James Speyer, Sherman Day, Richard P. Howe, Lynford Biddle, Harry Harkness, Ed-

George E. Daniels, one time vice-presi-nt and general manager of the Oak-ind Motor Car Company, is now in siness for himself at Reading, Pa., I is making a car called the P. Pa.



New president of the Packard Motor Car Company of New York and well known to , Metropolitan Trade.

BIGGEST YEAR YET, REO MAN REPORTS

Fell Far Short of the Demand Is R. H. Scott's State-

successful year in our history," said Richard H. Scott, vice-president and Richard H. Scott, vice-president and general manager of the Reo Motor Car Company, when on August 20 the fac-tory superintendent informed him that the last car of the 1915 series had been shipped. "Our volume of business for the past year has been 50 per cent. more than the year previous and our growth has been steady from the day Reo was incorporated in 1995.

"We have always underestimated-or if we did not underestimate we under-produced—the Reo demand. This year we fell short of the mark further than ever before, and while it is a source of much gratification it is also regrettable that for several weeks there will not be a new Reo car for sale anywhere in bounds. It is the expectation to turn out 40,000 automobiles before January 1.

"During the past three months we have been unable to come anywhere near supplying the demand of dealers. and we were driven almost to our wit's and we were driven amost of the last few hundred ends to allot the last few hundred cars in an equitable manner and prevent our dealers feeling that there was vent our dealers feeling that there was

south to Fourth street and via Lafayette last of September, when the new models to Kenmare, crossing Williamsburg were to be announced and ready. In bridge, via Brooklyn Plaza to Bedford avenue, thence via Parkside to Ocean mands of the last few months, however, we put on an extra night shift and to Kenmare, crossing Williamsburg bridge, via Brooklyn Plaza to Bedford avenue, thence via Parkside to Ocean avenue, direct to the speedway. The passengers of the parading cars will be man by making application have the diense plates transferred to his name for \$1\$. My contention is that the number of \$2\$. We content on the number of \$2\$. We not should be an admission fee.

How great is the interest of motor.

the man we purchased to do so well and the care will be charged an admission fee. The speakes transferred to his manufer 51. My contention is that the number plates is should follow the owner and not the car. It frequently happens that a mederate priced new car, 30 the arrangement cannot be justified on the theory that a used car costs far more money that a mederate priced new car, 30 the arrangement cannot be justified on the theory that a used car purchaser has less means than the purchaser of a new car.

"Any one who knows the situation will agree with me that endless confusion results from the present law because unless the owner advises the office of the Secretary of State that he had siposed of his car that car will be running around in the hands of one or several other people while still recorded on the books of the Secretary of State uniter the proper could not possibly result."

In the day's grist of automobile news then each of the company, Other big buyers included the productions of established concerns or something in the way of a hovelry produced by a company that has been in business a long time. For instance, as complete a novelty as the day's mail affords is the word that the same so for a four-eyinder matchine. It company in Clincinnati is the match of the organization of the speak and and the names of the organization of the speak and the name of the original licenses.

The hasher of the car itself this confusion for the productions of established concerns or something in the way of a hovelry produced by a company that has been made in the organization of the car instance, as complete a novelty as the day's mail affords is the word that the serior of the car is the serior o

Renders of THE SUNDAY SUN who desire any information on roads or tours are invited to send these questions in to the Automobile Editor THE SUN, 400 Nassau Street. It will facilitate answering if all questions are in by Pharsday evening. The Fouring Bureau of the Automobile Cub of America is cooperating with THE SUN in furnishing this information. Suggestions and information will be welcomed.

Albert J. Thomas, Lansford, Pa.—To give you an itinerary with a good deal of driving along the water side, the following is recommended: From L. nesford drive to Mauch Chunk and thence to Easton. The road goes through Washington, N. J. Clinton, White House, Somer cide, Kingston, Monmouth Junetion, Dayton, Samesburg, Freehold and Jerseyville to Asbury Park The road from Asbury goes along the ocean from to Atlantic Highlands, where, in order to avoid had roads on the way to South Amboy, it will be well to take the ferry going to South Ferry, N. Y. Going from this city to Newport, you will do best to drive along the Boston Postroad to Bridgeport and Milford, taking the ferry did through Savin Rock to New Haven from the latter place. There is another detour between Mystic and Westerly, R. I. but most of the road is excellent. It goes through Narragansett to Saunderstown, where the ferry goes to Newport.

Returning, an Inland road will be advisable in order to avoid taking the same road as for the going trip. It is suggested that you go by way of Providence, Worcester and Springfield to Stockbridge and Great Barringfon. Drive west then to Hudson and follow the east shore of the Hudson River to Rhinebeck. Here take the ferry to Kingston and go through Elienville. Port Jervis, Delaware Water Gap and Stroudsburg to Mauch Chunk, and so home again.

F. William Shaefer, 12 East Thirty second street. New York city—The direct road, which also is pretty good from this city to Stroudsburg is to follow the way through Morristown. Hackettstown and belaware Water Gap to Stroudsburg, which is only a little distance from the Gap. The road to Morristown is reached through Newark, crossing the Weehawken ferry.

Newark, crossing the Weehawken ferry.

H. Carter, 99-105 Newark street, Newark, N. J.—The Lincoln Highway from this city to San Francisco is supposed to be available throughout its full length for the trip to the Pacific coast. A booklet giving detailed information about the highway, such as mileage, hotels, garages, &c., may be had for 50 cents, either from the Lincoln Highway Association, Detroit, Mich., or at the Automobile Club of America, Fifty-fourth street, west of Broadway, New York city.

LOSE \$57,000,000 to be one of seasons. The difference in demand for cars in September and May was not noticeable. Of course it is difficult to gauge the demand when you have a chronic overdemand such as Rea experience. BY TIRE OVERLOAD s Reo experiences, "Notwithstanding there was a marked

the fact that people have found the auto-mobile indispensible in the winter as well as in the summer, and I expect to

out in the fall season and that only buying then can they be sure of having a car for the spring use. To wait until

the spring actually opens means that it will be impossible to get any of the more popular makes of cars."

HODGKINS SEES PROSPERITY.

Assist. Sales Manager SaysStude-

baker Production Is Increasing.

R. T. Hodgkins, assistant sales mana-

here. He motored East in a 1916 model

Studebaker seven passenger touring car and left last Friday on the return trip. Stopping at the New York branch Mr.

out 40,000 automobiles before January 1.

"All the changes having been made in machinery and methods," said Mr. Hodgkins, "we are now about at our maximum of production. I am happy to

allow us to exceed even our present

figures. Cars which were ordered upon the announcement of 1916 models will all be in the hands of their owners

within a very few days.

"After a trip through the middle West and reading reports from other sections

of the country I am firm in the belief that the country's condition warrants increasing our production to 60,000 cars

this season. Raw materials are not as

increasing by leaps and

Hodgkins brought the news that production was increasing by leaps an

"Notwithstanding there was a maked difference between this and former years in that the demand continued right through the season it seems just as brisk now. It is due of course to Public Pays Out That Much by Ill Advised Weight Surplus. see the demand even greater than the spring demand in the future, for the reason that buyers have come to know that the actual new models are brought

mark, which indicates a tire output of about twelve million for this year. Figured at sixteen dollars each, which is a conservative average, a value of \$192,600,000 will represent the year's output. Statistics which have just been compiled by the experimental department of the Goodyear Tire and Rubber Company the Goodyear Tire and Rubber Company pressure for that particular weight as proved that 130 per cent of this sum is show that 30 per cent, of this sum is indicated by the scale of carrying capac-being squandered by ill advised loading ities and inflation pressures. A certain of tires. In other words \$57,600,000 will tolerance in pressure should be allowed

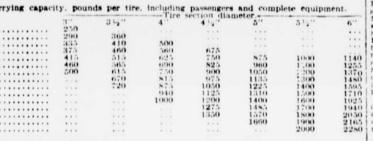
P. W. Litchfield, factory manager of the Goodyear Tire and Rubber Company, in his paper presented before the Soing scale of carrying capacities and in-

imposed on the tires.
"Long experience has shown that these loads and air pressures are the most satisfactory combination for maximum service and effective cushioning," says Mr. Litchfield. The qualities of com-fort and easy riding must be recognized as vital points, equally as important as tire durability. Why are pneumatic tires used at all if not for easy riding

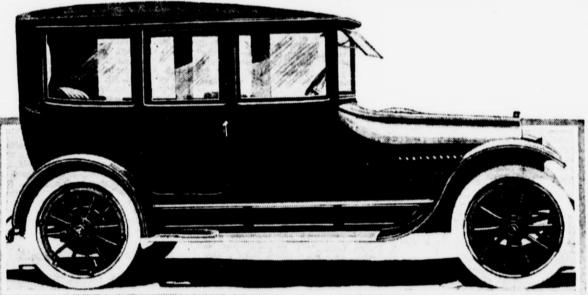
qualities?
"The degree to which a tire is flattened against the ground varies with the load. For every given tire load there is a definite percentage of tire deflection which bears a direct relation to the in-flation pressure. Obviously, then, a scale of relative carrying capacities and in-The number of automobiles in this country has now passed the two million

be wasted this year through failure to observe proper precaution in the matter drops 20 per cent, the tire should be pumped up again.

sumer has a right to his own ideas as to what constitutes good service, and ciety of Automobile Engineers at the summer conference, suggested a remedy cover all possible conditions of service, for this waste by the adoption of a slid-like following schedule is offered and



Hudson Closed Car Exhibition on September 6



make any changes that may be desirable or necessary, and at that period would inconvenience the least number of buyers. For that reason the epilan will be adhered to, and the period to the confident that of those cases where the plan will be adhered to, and the period to the confident that of those cases where the plan will be adhered to, and the period to the different shades, so the confident that of those cases where the plan will be adhered to, and the period to the plan will be adhered to, and the period to the plan will be adhered to, and the period to the plan will be adhered to, and the period to the plan will be adhered to and the period to the plan will be adhered to and the period to the plan will be adhered to and the period to the plan will be adhered to and the period to the plan will be adhered to and the period to the plan will be adhered to and the period to the plan will be adhered to and the period to the plan will be adhered to and the period to the plan that th

DEALER'S SLOGAN.

S. C. Toback, head of the A. Elliott Ea Ranney Company, distributer for the King Eight in New York city, has in-

The Automobile Club of America.

54th and 55th Streets.

West of Broadway, New York City.

Close to Broad & Market Sts., Newark, N. J. Exceptionally de-sirable location; formerly occupied by Packard Motor Car Co. Suitable for any other business. for any other business. Address A. F. MEISSELBACH, 29 Congress St., Newark, N. J.

"The question of the hour among dealers and motorists the country over is whether the 8 and 17 cylinder cars are here to stay," says C. H. Larson, president of the Oldsmobile company of New York, "The general impression is that the V type

Shows Real Faith in This Tire Tube RATHER daring feat to prove

A the strength of United States Tire inner tubes was done recently when one of the members of the company's advertising crew was lowered from the sixth floor of the First National Bank Building with his entire weight held up by one of the inner

A rope was rigged on a pulley out one of the front windows, and to this rope was fastened the rubber tube, after the operator had belted it securely around his waist. When he swung out clear from all support, his entire! weight was taken by the rubber tubing, which held him until he could be lowered to the ground.

six cylinder model, whereas a year ago the Saxon company was building only four cylinder roadsters, partly accounts for the large proportionate increase in volume of

of the soundness of his company's policy of reducing the price of Detroit cars with he object of doubling the output and giving the public the benefit of the economy only motor trucks, finding a great estimate of the subway contractors employ only motor trucks.

Company of Trenton, N. J. that there will always be a large class of buyers willing and able to make extra outlay for a high grade standard article. It is pointed out that the coming of a host of excellent cars, at low cost is not bringing any panie to the makers of the high priced machines. These latter are going right ahead with their inxurious models, serene in the knowledge that while their market may not be as big as for the cheaper cars, it is always let for building of the new Eastern equally assured.

A. B. Willemin



MOTOR TRUCKS NOW HELP ON SUBWAYS

What Garfords Are Doing for a Contractor Over in

TIME AND ENERGY SAVED

Brooklyn.

By PUTNAM DREW, R. E. Taylor Corporation.

Hundreds of men are to-day burrowing under the earth all over Greater New York, building the most wonderful and extensive subway system ever planned and executed. These human burrowers under the earth have to throw out the dirt and stones to the surface, a vast accumulation of earth and rock indeed. This accumulation cannot be left in a mound, even if the space the mound would fill were not most valuable and impossible to use earth and stone and rock and other debris, thousands of tons of it, must be carted away from the holes leading down to the subway excavations.

nomically is the problem confronting to the open air at comparatively small cost. Then these huge buckets, each Reports from dealers received at the Saxon factory from many parts of the country show that the retail business has set records in every State.

holding about five cubic yards of excavation, are rapidly refilled by the big power shovels and by hand shovellers. power shovels and by hand shovellers A new record-243 electric pleasure cars As one of the filled buckets reaches a point on the framework about ten fee above the top of the ground it is halted, the tipped and dumped into a waiting wagor or truck beneath.

Only a few years ago these wagon were always pulled by a span of horses, sometimes three or four horses. To-day Although there has been a strong tendncy this year toward reduction of prices
n automobiles and their equipment. It is
he belief of the Empire Rubber and Tire
lompany of Trenton, N. J., that there will
liways be a large class of buyers willing
nd able to make extra outlay for a high

equally assured

The limpire company believes red rub. Parkway subway, over in Brooklyn, is less to be worth the difference in price; to the Cranford Company of 190 Montaher to be worth the difference in price.
Red rubber, the company's tests showed, has endurance. Its greater cost was not permitted to bar lis use. It was then cured in such a manner that no free sulphur entered into the composition.

To the Cranford Company of 190 Montato the Cranford Company of 190 Montato the Cranford Company of 190 Montabush section to build. The quantity of earth is such that rapid excavation can

make eighteen trips a day of nine hours, to the dumping scow, three miles lats, and more away. Multiplying 18 by 5 med earth carted away—eighteen trips a day, six miles to the trip—a tireless.

patient army.

Then at night, when horses would be worn out, even if it were possible for them to do this work, these motor trucks go back and forth with another set of frivers, bringing in crushed stone and sphalt and other material. Many of them work twenty-four hours a day at the hardest kind of hauling. There is a steep grade to top in getting to the dumning platform by the scows. The Garford sails right up without hesitat-ing. In reality, these twenty-three Gar-fords load and dumn more than twenfords load and dump more than twen-ty-one hundred cubic yards of earth and stones from the tunnel excavation every nine hour day, for it has been found that they will stand a heavier load than they are registered for and still keep in condition keep in condition.

It has been found that it is not economical to put more than six tons on any form of rubber tire yet made.

vided, hauling a trailer with steel tires, on which can be placed loads up to lifteen tons. A contractor can thus load up one of his trucks with the heaviest structural iron and heavy derricks and

go along serenely.

Many of the lighter Garford trucks are also used by contractors as rus about delivery warrons and to ride over the grounds and pechaps carry some of the lighter atteles.

There are thousands of men an over Greater New York who want to put in moter trucks, but who fear to invest so much money because they think this A. B. Willemin, for three years director of purchases for the llupp Motor Car Company, recently promoted to be Assistant General Manager.

So much money because they think this motor truck business is an experiment and they will wait and see what the others think before their themselves venture in To all such a visit out to this projected subway in Brooklyn and a sight of this huge fleet of business is an experiment and they will wait and see what the projected subway in Brooklyn and a sight of this huge fleet of business is an experiment and they will wait and see what the others think before their themselves venture in To all such a visit out to this projected subway in Brooklyn and a sight of this huge fleet of business is an experiment and they will wait and see what the others think before their themselves venture in To all such a visit out to this projected subway in Brooklyn and a sight of this huge fleet of business is an experiment and they will wait and see what the others think before their themselves venture in To all such a visit out to this projected subway in Brooklyn and a sight of this huge fleet of business.